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*The*

OCTOBER 18, 1930

# AVIATION

## *News*

A Reporting Service for Busy Aviation Men



President Expresses Stand on Export of Helium

Aviation Country Club Holds Fall Meet

Library of Congress Collection Greatly Expanded

Report on Study of Lightning Menace

Aero Branch Awards Airway Equipment Contracts

Jurisdiction Questions Arise in Canada



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## Main Crank-case of Forged Aluminum.

has twice the strength of ordinary sand castings . . .

The main crank-case of a "Wasp" and "Hornet" engine is made of forged aluminum. Forged aluminum is used instead of sand castings for two reasons. First: the forged crank-case has twice the strength of a sand casting. Second: defects, quite possible in a sand casting, are absolutely eliminated in a forged crank-case.

The main crank-case of a Pratt & Whitney engine is also unique. It is divided into two similar sections, with a main bearing in each section. Nine through bolts together with the cylinder flanges hold the two sections together. Explosion forces are thus equally distributed between the two main bearings and throughout the crank-case itself.

This construction is costly. But it makes a stronger, better and more dependable engine.

"Wasp" and "Hornet" engines are contributing dependable flying power to approximately ninety per cent of the regularly scheduled air transport lines of this country.



THE  
**PRATT & WHITNEY AIRCRAFT CO.**  
8251 HARTFORD, CONNECTICUT  
Div. of United Aircraft Corporation

## Wasp & Hornet Engines

Manufactured at Plants by General Pratt & Whitney Aircraft Co., Ltd., Longwood, Quebec, in Canada  
Exported by Brewster Motor Works, Muskegon, in Japan by  
Nishikawa Aircraft Works, Tokyo

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# The AVIATION News

Vol. 1, No. 10

OCTOBER, 16, 1939



## HIGH POINTS

**Refuge Situation.** President Hoover intimates he will approve export of planes for airplane as H. 100 chamber forces attention upon regulations regarding such shipments and proposals are made to allow some of this gas for use abroad. Page 2

**The First Holds Its Third.** The Long Island Aviation Society Club, Hicksville, L. I., N. Y., the first club of its kind organized in this country, marks a year and a half of existence by its third anniversary for members and friends, which took place on Oct. 15. Page 4

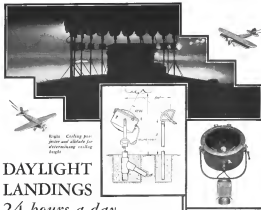
**Five Firms Benefit.** Contracts calling for army equipment and construction, involving a total expenditure of \$166,751.89 are let by the Aeronautics Branch to five companies in various parts of the country. Page 5

**Notice.** Civilian license regulations promulgated last summer are declared to be enforceable beginning Oct. 1 will now become effective Jan. 1, 1940, following an extension of time allowed by the Aeronautics Branch. Page 5

**Priceless Records.** Some 10,000 volumes now included in the aeronautical library of the Library of Congress which depart, more new, become valuable foreign and domestic collections, negotiations made possible through a \$140,000 grant last year from the Daniel Guggenheim Fund. Page 6

**A Question of Authority.** Sharing of firing regulation is between the Department of Defense and the Department of Commerce, which is the case of the Department of Commerce. Page 6

**Storm Study.** Report is made of progress made at Barber's (Ohio) laboratory, where extensive research activities are being conducted as to dangers posed and those are exposed to the presence of lightning. Page 9



**English** Casting partner and affiliate for diversifying casting deals

DAYLIGHT  
LANDINGS  
24 hours a day ---

**W**HAT a lighthouse is to a seaman, airway and airport lighting is to the tight flyer—they guide him along his course, show him a haven out of the dark, finally helping him to a safe landing. And with Westinghouse equipment this airway lighting will be trouble-free, and this airport lighting glare-free—a will give day-to-day landings 24 hours a day.

Even though your field is on a main airway, birds cannot safely land at night without light. Give them Westinghouse lighting for safe landings. Have the name of your post appear with the highest rating.

Call in an airport lighting specialist from the Westinghouse office near you, and have him plan a flexible system of lighting—a system you can progressively and economically expand in the future.

*Westinghouse Lighting Specialists will help you plan an effective lighting system*

October 18, 1934

### Delay Enforcement Of Glider Licensing

WASHINGTON — Rather than on October 1, as announced earlier, the glider licensing code will not be enforced until Jan. 1, 1952, states Col. Clarence M. Young. This extension of time is provided to encourage the glider movement and allow manufacturers a longer period in which to seek approval type certificates for gliders "built prior to Jan. 1, 1951 which pass an inspection satisfactorily, and are suited to design or manufacture."

The regulations, which were to have become effective the first of this month, have now been postponed until Jan. 1, were covered in an article printed in *Aviation*, June 21, p. 146.

## Retail Price of Racing 10.95

**SEATTLE (S&P)**—Morris Airplane Co. announces a sale of \$2000 in the price of Model 40-24 Haines powered and self-propelled plane, making the price of the machine \$22,500. Two of three machines are currently delivered to Pacific Air Transport for its Seattle-San Diego route, while Vancor Airlines has taken three for use between Seattle and Salt Lake City.

### Aerial Events Featured Boston Legion Convention

BOSTON—One of the more elaborate

prizes at all activities were held on the off day earned out in connection with the American Legion regional run course covered here Oct. 6-8. Dan-

ing the runway, it is situated within 200 paces, very quiet and at Rouse Airport though normally, there are held accommodations for less than one-half the number.

Figure 1, completed by officials, declared that nearly 150,000 persons had a glimpse of the aerial sights, held over the city and at the airport. A total of 1,226 passengers were carried on planes over Boston.

The sat position commenced on Oct. 4, two days before the normal spawning of the conspecific, with females flying over the site in a large number of conspecific flights, led by a female.

Aspirin<sup>®</sup> lozenges like this, by the way, have three main uses: As an Analgesic (pain reliever), as an Antipyretic (fever reducer), and as an Anti-inflammatory (to reduce inflammation).

Mr. Louis E. Rombold was chairman of the American Legion convention committee which handled the affair.

## Exports of Helium May Rise As Result of President's Stand

*Current Restrictions on Shipments Explained;  
Home Aviation Interests Advocate Freer Policy*

doi:10.1017/S0007122610000506

**WASHINGTON**—While small quantities of helium have been exported from this country in the past under government permit, a great lacuna in the market is foreseen as a result of President Hoover's strongly indicating his intent to approve the sale of that gas to foreign countries for use in warships.

The President's advisors, in the course of gauging public reaction, estimated in 1957 "which places dominated or heavily influenced the Secretaries of Commerce, War and Navy, with final approval coming from the Chief Executive" in writing export permits, though little was given particulars as to the decisions and appli-

This article appears to be the outcome of suppositions made by numerous American business interests seeking relief of waste landfill, in which the United States has practically a monopoly (disposal of mismanaged waste and excess oil was in vogue in parts of Canada) for sale and distribution abroad in view of the recent E. O. 12812. (Advocates of humane sufficient disposal, see this country's support the development of facilities for

© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 395–402

Two proposals to curb mercury in Great Lakes fish: William A. Muller, Chief, Bureau of Assessment, and William D. Mays, chief engineer, Ford Motor Co. and chairman of the Advisory Group, want Co. technical assistance.

The debates in the British Assembly R.161<sup>1</sup> is one we all deplore yet the number of these five men, must not be in vain. The development of a strategy must go on.

<sup>1</sup> Because of its closeness in between the United States, more a responsibility to the world which in good faith means

be ignored. I believe it is time to give more serious consideration to the future of the industry against the export of helium for peace-time purposes. It is estimated that only 100 000 000 m<sup>3</sup> of helium flowing from escaped natural gas wells go to waste annually in the country.

The lifting of this embargo would solve much of the shortage, would encourage private enterprise to engage in the production of helium, and would

The decline of the South's cotton

BLM, the late Lord Col. V. C. Blomfield, in a sensible address recently delivered in London, stated that

Another commentator on the before question is F. W. Loskiel, president of the American Zepplin Corp., whose

America needs to use her belated supply in such a way as to best provide for national defense and the development of commercial shipyards on such a basis that America will have her full share of the shipyard engaged in commercial work.

The lower labor costs in European retail demonstrated that shops for export to the United States had to be built and operated in European countries where shops were already in operation. The shops in the United States were built and operated in the United States where shops were already in operation.

the Lane of The Yellow Company

"An unrestricted exportation of helium would deplete our last commercial reserves and also weaken our national defense. On the other hand the exportation of helium with proper restrictions, might strategically and in some cases economically."

The President, in implying that more buoyancy will henceforth be shown in allowing the exportation of helium, disclosed the government has never stood in the way of such helium exportation by a private commercial firm that rather it had attempted to encourage helium production and sales for the past ten years. He mentioned as deterrent factors recognized as possible market-along the high cost of helium compared with hydrogen and the fact the helium has a greater flame capacity.

However, a crisis of past generations in connection with The Helix Company of Louisville, Ky., undoubtedly the largest private helium-producing concern in this country, reveals the Kentucky firm has been severely handicapped in recent months.

due to withdrawal of government aid in the form of all Navy contracts for the gun mounted later than October 1, 1939 and the virtual prohibition of export of the gun through various channels.

During testimony presented before the Senate Appropriations Committee in

THIS IS THE FIFTEENTH YEAR OVER THE N. E. C. ANTONIO MITHUNE CUT























You read the sporting pages  
You read the political gossip  
You read motion picture reviews  
You read the stock market reports

## But ... What about the news of aviation?

Every day you pick up the morning paper.

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# SALES STEADILY INCREASE IN KANSAS CITY



**NEW  
IN KANSAS CITY**

Many millions of dollars are being spent to build up complete new production for the delivery of products produced from the Southwest to the East. Kansas City is the center of this activity and the new plant is being built to handle the new supply. This is new money that is going to increase the production of the Kansas City economy.

THE work of making 1939 a good sales year in the Kansas City territory goes on, increasingly. At the end of the first six months, a remarkably large number of lines were holding their own with the 1938 record, or beating it—and improvement in conditions in the last half continues. Merchants in the territory are buying with new confidence. Raw material purchases indicate a manufacturing dash in the immediate future. Millions of dollars are being spent in downtown construction; more millions in pipeline development, with Kansas City the source of supply; further millions in industrial development to meet the above-normal demand for commodities that overnight will send production demand rapidly upward. The Kansas City market was first to feel the recent general business betterment—and it, first to respond to the new buying emphasis already appearing. You can tell in the Kansas City territory if you have production and distributing facilities to make the prompt and economical delivery that the territory demands. Kansas City serves 19 million more economically than any other market—it can be your territory if you wish to outclass it intensively from Kansas City.

INDUSTRIAL COMMITTEE OF THE CHAMBER OF COMMERCE OF

## KANSAS CITY

Nearly 14 million people live within an hour's ride by motor car from Twelfth Street and Grand Avenue in Kansas City, Mo.

The new freight area between Kansas City and the East here doubled the throughage being sent and gave Kansas City a new through line. Write for detailed information.

Industrial Committee, Chamber of Commerce, Kansas City, Missouri  
Please send me the facts about Kansas City. I am interested in the

Name   
Firm   
Address   
City  State   
(I enclose payment in Aviation News)



Eclipse Voltage Regulated Generator, 15 Ampere  
Engine Driven Type

## BATTERY CHARGING GENERATORS

Eclipse Voltage Regulated Generators automatically provide the exact amount of current necessary for maintaining the battery at full charge. Engine driven—capacities, 15, 25, and 50 amperes at 15 volts. Wind driven models also available.



Type M F Double Voltage Radio Generator

## DOUBLE VOLTAGE RADIO GENERATOR

Especially designed for furnishing current supply to navigation, landing lights, etc., simultaneously with power for radio communication. Obtainable in various sizes and capacities.



Eclipse Dynamotor—Type A

## DYNAMOTOR

Recommended for furnishing power supply to long range radio transmitting sets. Operating in conjunction with battery assures radio communication aloft or aground. Most advantageous in event of forced landing—Output .4 amperes at 1050 volts with 12 volt aircraft battery.

**ECLIPSE AVIATION CORPORATION**

**EAST ORANGE, NEW JERSEY**

(DIVISION OF BENDIX AVIATION CORPORATION)